



*Solano Transportation Authority*

One Harbor Center, Suite 130  
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*Members:*

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 A.M., Wednesday, February 23, 2005**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA**

<b><u>ITEM</u></b>	<b><u>STAFF PERSON</u></b>
<b>I. CALL TO ORDER</b>	Jeff Matheson, Chair
<b>II. ELECTION OF CHAIR AND VICE CHAIR FOR 2005</b> (10:00 – 10:05 a.m.)	
<b>III. APPROVAL OF AGENDA</b> (10:05 – 10:10 a.m.)	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT</b>	
<b>V. REPORTS FROM CALTRANS, MTC, AND STAFF</b> (10:10 – 10:15 a.m.)	
<b>VI. CONSENT CALENDAR</b> <i><u>Recommendation:</u> Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
<b>A. Minutes of the Consortium Meeting of December 22, 2004– Pg. 1</b> <i><u>Recommendation:</u> Approve minutes of December 22, 2004.</i>	Johanna Masiclat
<b>B. STA Meeting Schedule Update - Pg. 6</b> <i><u>Informational</u></i>	Kim Cassidy
<b>C. Funding Opportunities Summary- Pg. 8</b> <i><u>Informational</u></i>	Sam Shelton

## VII. ACTION ITEMS

- A. **Release of the Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030** Dan Christians  
Recommendation:  
*Approve the following:*
1. *Recommend the STA Board release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day review and comment period.*
  2. *Confirm the Consortium and TAC participants on the Alternative Modes Committee.*
- (10:20 – 10:25 a.m.) – Pg. 14
- B. **SolanoLinks Transit Consortium Draft 2005 Work Plan** Elizabeth Richards  
Recommendation:  
*Approve the SolanoLinks Transit Consortium Work Plan for 2005 as specified in Attachment A.*  
(10:25 – 10:30 a.m.) – Pg. 19
- C. **YSAQMD Clean Air Fund Program** Robert Guerrero  
Recommendation:  
*Recommend the STA Board support the recommendations provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Yolo Solano Clean Air Applications.*  
(10:30 – 10:35 a.m.) – Pg. 23

## VIII. INFORMATION ITEMS

- A. **Summary of STA Board Retreat Discussions and Recommendations** Daryl Halls  
Informational (10:35 – 10:40 a.m.) – Pg. 26
- B. **Legislative Update – February 2005** Daryl Halls  
Informational (10:40 – 10:45 a.m.) – Pg. 41
- C. **Short Range Transit Plans** Mike Duncan  
Informational (10:45 – 10:50 a.m.) – Pg. 46
- D. **Transit Capital Priorities Process and Criteria** Mike Duncan  
Informational (10:50 – 10:55 a.m.) – Pg. 50
- E. **Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards  
Informational (10:55 – 11:00 a.m.) – Pg. 62

- F. Intercity Paratransit Coordination** Elizabeth Richards  
*Informational* (11:00 – 11:05 a.m.) – Pg. 67
- G. SNCI Monthly Issues** Anna McLaughlin  
*Informational* (11:05 – 11:10 a.m.) – Pg. 68
- H. Status Report Countywide TLC Planning Grant Applications** Robert Guerrero  
*Informational* (11:10 – 11:15 a.m.) – Pg. 70
- I. Local Issues** Group

**IX. ADJOURNMENT**

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium will be at **10:00 a.m. on Wednesday, March 30, 2005.**



## **INTERCITY TRANSIT CONSORTIUM**

**Minutes of the meeting of  
December 22, 2004**

### **I. CALL TO ORDER**

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order at approximately 10:02 a.m. in the Solano Transportation Authority Conference Room.

<b>Consortium Present:</b>	Robert Sousa	Benicia Transit
	Jeff Matheson	Dixon Read-Ride
	Nigel Browne	Fairfield/Suisun Transit
	Trent Fry	Vacaville City Coach
	John Harris	Vallejo Transit

<b>Also Present:</b>	Daryl Halls	STA
	Dan Christians	STA
	Mike Duncan	STA
	Elizabeth Richards	STA/SNCI
	Robert Guerrero	STA
	Sam Shelton	STA
	Jennifer Tongson	STA
	Johanna Masiclat	STA

### **III. APPROVAL OF AGENDA**

On a motion by Robert Sousa, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium unanimously approved the agenda adding Agenda Item VII.E, FY04/05 Project Funding Adjustment.

### **IV. OPPORTUNITY FOR PUBLIC COMMENT**

None Presented.

## **V. REPORTS FROM CALTRANS, MTC, AND STA STAFF**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero distributed the Solano Transportation for Livable Plan (TLC) dated October 2004. He informed the Consortium that the Solano Countywide Pedestrian Plan (October 2004) and Solano Countywide Bicycle Plan (October 2004) will be distributed to the TAC members at the 1:30 p.m. meeting today.

Elizabeth Richards provided an update to the Unmet Transit Needs Process. She noted that MTC is currently reviewing comments received from the December 1, 2004 public hearing and feedback from MTC is expected in January 2005.

Sam Shelton distributed additional funding opportunity information on Federal Transit Administration (FTA) 5310 Elderly and Disabled Transportation Program.

## **VI. CONSENT CALENDAR**

On a motion by John Harris, and a second by Trent Fry, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

### Recommendation:

- A. Minutes of the Consortium Meeting of September 29, 2004 –  
Recommendation: Approve minutes of September 29, 2004.
- B. Funding Opportunities Summary
- C. Updated STA Meeting Schedule for 2004

## **VII. ACTION ITEMS**

### **A. SR 12 Transit Corridor Study**

Dan Christians reviewed the major proposed tasks to be conducted as part of the SR 12 Transit Corridor Study. He announced that Urbitrans was unanimously selected by an interview panel to conduct the study which is expected to take six months to complete.

### Recommendation:

Recommend the STA Board approve the following:

1. Approve selection of a consultant to conduct the SR 12 Transit Corridor Study.
2. Authorize the Executive Director to enter into a consultant contract to conduct the study based upon the proposal selected.

On a motion by John Harris, and a second by Trent Fry, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**B. T-PLUS Work Plan for 2005**

Robert Guerrero outlined the STA's proposed T-PLUS work plan for 2005. He identified key activities proposed in the new work plan such as awarding Countywide T-PLUS Planning Grants and working with member agencies to develop local TLC plans and projects.

Recommendation:

Recommend the STA Board approve the STA T-PLUS Work Plan for 2005.

On a motion Robert Sousa, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**C. STA, SolanoLinks, and SNCI Marketing Plan 2005 (Phase I)**

Elizabeth Richards outlined a multi-year marketing plan and amended Scope of Work with MIG for the STA and STA managed programs including SolanoLinks, Solano Paratransit, and SNCI. She noted the additional funding of \$84,000 for the amended Scope of Services is included in the approved FY2004-05 STA budget.

Recommendation:

Recommend the STA Board approve the following:

1. The proposed Marketing Plan Tasks (Phase I) for STA, SolanoLinks Transit, and SNCI as specified on Attachment A;
2. Amend the existing contract with MIG for an amount not to exceed \$84,000.

On a motion by John Harris, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**D. Adoption of STA's 2005 Legislative Priorities and Platform**

Daryl Halls reviewed the proposed draft of the STA's 2005 Legislative Priorities and Platform and the amended version that included recommended modifications from the STA TAC.

Recommendation:

Recommend the STA Board approve the Draft STA 2005 Legislative Priorities and Platform.

On a motion by Robert Sousa, and a second by Nigel Browne, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**E. FY04/05 Project Funding Adjustment**

Elizabeth Richards outlined two of the FY04/05 STAF “projects” that support the County’s Welfare to Work Transportation Plan and Dixon’s Community Based Transportation Plan.

City of Dixon’s Jeff Matheson noted that the City of Dixon’s Subsidized Taxi Program was approved to be funded by the LIFT program and that he recommends that project funding adjustment of \$10,000 of STAF funds be allocated to the City of Dixon for the implementation of a medical shuttle.

Recommendation:

Recommend the STA Board allocate \$10,000 of STAF funds to the City of Dixon to implement a medical shuttle.

On a motion by John Harris, and a second by Trent Fry, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation. Jeff Matheson, City of Dixon, abstained on the vote.

**VIII. INFORMATION ITEMS**

**A. Funding the Alternative Modes Element of the Comprehensive Transportation Plan**

Dan Christians presented the major fund sources available for funding projects in the Alternative Modes Element in Solano County. He noted the need to identify high priority projects and short term and long term funding strategies for these priority projects based on the project and program priorities identified in the updated CTP.

**B. Solano/Napa Multi-Modal Travel Demand Model (Phase 1)**

Dan Christians informed the Consortium that Joe Story of DKS Associates will present to STA TAC the basic validation numbers for the base year traffic model (year 2000) as well as the projected volumes for the new model at the scheduled TAC meeting today. He noted that the final model, including all technical data, is scheduled to be presented at the STA Board meeting on February 9, 2005.

**C. Update of Small UZA Payback Plan**

Mike Duncan informed the Consortium of the letter sent by MTC to Caltrans opposing the payback plan and proposing Caltrans to work directly with Santa Rosa City Bus to remedy the situation. He added that letters from the STA, NCTPA, Santa Clara VTA, and Vallejo Transit were also sent to Caltrans strongly opposing this proposed plan and to date have not heard back from Caltrans.

**D. Transportation Enhancement (TE) Programming**

Mike Duncan identified the programming methods and requirements of specific projects eligible for TE funding. He noted that early programming of specific projects for the \$1.629M in FY 2005-06 TE funds must commence in early 2005.

Mike announced that a special TAC meeting will be scheduled in January to begin identifying projects eligible for TE funding.

**E. Status of the 2004 State Transportation Improvement Program (STIP)**

Mike Duncan announced that the California Transportation Commission (CTC) has made no plans for STIP allocations for new projects due to the State budget problems and the diversion of transportation funds to the General Fund.

**F. Low Income Flexible Transportation (LIFT) Grant Status**

Elizabeth Richards provided status to the five grant applications submitted by Solano sponsors for LIFT funding. She cited that MTC has approved full LIFT funding of \$38,000 for the City of Dixon's Subsidized Taxi Program. She added the four other Solano County grant applications were not recommended for funding by MTC.

**G. SNCI Monthly Issues**

Anna McLaughlin provided an update on transit schedules, Partnership's Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), and promotions.

**H. Local Issues**

John Harris, City of Vallejo, announced several vacancies at Vallejo Transit. In addition, he noted that negotiations for a new bus contractor are underway.

Nigel Browne, City of Fairfield, announced upcoming vacancies at Fairfield/Suisun Transit.

Trent Fry, City of Vacaville, announced the vacancy for transit coordinator to be filled by February 2005.

Robert Sousa, City of Benicia, announced the Short Range Transit Plan will be available for review next month.

**IX. ADJOURNMENT**

The meeting was adjourned at approximately 11:10 a.m. The next meeting is scheduled for **Wednesday, December 22, 2004 at 10:00 a.m.** in the STA Conference Room.





DATE: February 14, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Kim Cassidy, Clerk of the Board  
RE: STA Meeting Schedule Update

**Background:**

Attached is the updated STA meeting schedule that may be of interest to the STA Consortium. Please note the meeting schedule is from February to July 2005.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. STA Meeting Schedule – (February – July 2005)



## STA BOARD MEETING SCHEDULE (For The Calendar Year 2005)

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
Feb. 23	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
Feb. 23	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
Feb. 24	9:30 a.m. – 11:00 a.m.	Alternative Modes Committee	STA Conference Room	X
March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
March 18	12:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Com. Center	X
March 23	9:00 a.m. – 10:30 a.m.	Arterials Committee	STA Conference Room	X
March 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
April 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
May 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X

ATTACHMENT A



DATE: February 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Solano Transportation Fund for Clean Air Program (40% Program Manager Funds)	Robert Guerrero, STA (707) 424-6014	<b>March 9, 2005</b>
2004-05 YSAQMD Clean Air Funds Program	Jim Antone, YSAQMD (530) 757-3653	<b>March 18, 2005</b>
MTC TLC Housing Incentive Program (HIP)	Evelyn Baker, MTC (510) 464-7753	<b>Workshop February 22, 2005 Apps due March 25, 2005</b>
Hazard Elimination Safety (HES) Program	Hin Kung, Caltrans (510) 286-5234	<b>April 15, 2005</b>
Safe Routes to Transit (SR2T) Program	Doug Johnson, MTC (510) 464-7846	<b>Workshop February 25, 2005 Apps due July, 2005</b>



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*FUNDING OPPORTUNITY:*

**Solano Transportation Fund for Clean Air Program  
(40% Program Manager Funds)**

Due March 9, 2005

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

**Program Description:** The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

**Funding Available:** \$320,000 is available in FY 2005-06.

**Eligible Projects:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

**Further Details:** [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/cpm\\_fund.asp](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp)

**Program Contact Person:** Robert Guerrero, Associate Planner, 707.424.6014



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*FUNDING OPPORTUNITY:*

**2004-05 YSAQMD Clean Air Funds Program**

Due to YSAQMD on March 18, 2005

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the 2004-05 YSAQMD Clean Air Funds Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities of Dixon, Rio Vista, Vacaville, and portions of Solano County located in the Yolo Solano Air Basin.

Program Description: The YSAQMD Clean Air Funds Program provides grants to local agencies to implement various clean air projects including transit, and bicycle routes.

Funding Available: Approximately \$290,000 is historically available.

Eligible Projects: Clean air vehicles, transit routes, bicycle routes, pedestrian paths, clean air programs, and ridesharing. This discretionary program funds various clean air projects that result in reduction of air emissions. The District will require Emission Reduction and Cost Effectiveness Calculations for projects that receive more than \$10,000 in District Clean Air Funds.

Further Details: Applications will be available in late January 2005. Solano Clean Air Applications will be reviewed by a pre-screening committee on February 14, 2005, consisting of STA Board members and Board members from the YSAQMD before they are formally submitted to the Air District for approval. The YSAQMD application deadline is March 18, 2005. Please contact program coordinators for more information.

<http://www.dcn.davis.ca.us/~ysaqmd/>

Program Contact Person: Jim Antone, YSAQMD (530) 757-3653

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014

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*FUNDING OPPORTUNITY:*

**MTC TLC Housing Incentive Program (HIP)**

Due March 25, 2005

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the MTC TLC Housing Incentive Program (HIP) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program rewards local governments that build high-density housing, particularly affordable housing and mixed-use developments near transit stops, by issuing capital grants towards transportation projects that support Transportation for Livable Communities.

Funding Available: About \$9 million is available in TLC/HIP funds for FY 2004/05, with a maximum grant of \$3 million per jurisdiction.

Eligible Projects:

- Pedestrian and Bicycle facilities that connect the housing project to adjacent land uses and transit
- Improved sidewalks and crosswalk linking the housing to a nearby community facility such as a school or public park
- Streetscape improvements that support increased pedestrian, bicycle, and transit activities and safety

Further Details: **Informational Workshop February 22, 2005, 2-3pm, MTC**  
[http://www.mtc.ca.gov/planning/smart\\_growth/hip.htm](http://www.mtc.ca.gov/planning/smart_growth/hip.htm)

Program Contact Person: Evelyn Baker, MTC, (510) 464-7753, [ebaker@mtc.ca.gov](mailto:ebaker@mtc.ca.gov)

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014

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*FUNDING OPPORTUNITY:*

**Hazard Elimination Safety (HES) Program**

Due April 15, 2005

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Hazard Elimination Safety (HES) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis.

**Program Description:** This program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement.

**Funding Available:** In FY 2004/05, HES funded \$9.8 million in "Work Type" projects and \$3.0 million for "Safety Index" projects.

**Example Projects:** HES funds are available for expenditure on

1. Any local agency public road
2. Any local agency public surface transportation facility,
3. Any local agency publicly-owned bicycle or pedestrian path
4. Any traffic calming measure on a local agency public road.

FY 2004/05 HES "Work Type" Funded project:

City of Vallejo – Upgrade two traffic signals - \$ 175,230 in HES funds.

FY 2003/04 HES "Safety Index" Funded project:

Suisun City – Realign Offset Intersection at Railroad & Sunset - \$360,000 in HES funds.

**Further Details:** <http://www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm>

**Program Contact Person:** Hin Kung, Caltrans District 4, (510) 286-5234, [hin\\_kung@dot.ca.gov](mailto:hin_kung@dot.ca.gov)

**STA Contact Person:** Sam Shelton, Planning Assistant, (707) 424-6075

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*FUNDING OPPORTUNITY:*

**Safe Routes to Transit (SR2T) Program**

Due July, 2005

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and Counties in the Bay Area.

Program Description: This program promotes bicycling and walking to transit stations.

Funding Available: \$20 million will be allocated on a competitive grant basis from Regional Measure 2 funds.

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit Stations/stops/pods
- Removal of ped/bike barriers near transit stations
- System wide transit enhancements to accommodate bicyclists or pedestrians

Projects must have a “bridge nexus”, meaning that SR2T projects must reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods.

Further Details: Program kick-off meeting, February 25, 2005.  
Contact Amber Crabbe ([amber@transcoalition.org](mailto:amber@transcoalition.org)) or  
Dave Campbell ([dcampbel@lmi.net](mailto:dcampbel@lmi.net)).  
Call for projects April 2005.  
[http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html)

Program Contact Person: Doug Johnson, MTC, (510) 464-7846

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014

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DATE: February 15, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Release of Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030

**Background:**

The three updated elements of the Solano Comprehensive Transportation Plan (CTP) have been drafted by staff and the consultants. Staff has been circulating the individual drafts of the elements to the TAC, the SolanoLinks Transit Consortium, and each of the three respective CTP committees for their input. TAC members were originally provided draft copies of all three CTP elements on January 26, 2005. Because the Transit Consortium did not meet in January, copies of the CTP were mailed out to Consortium members in late January.

Based on recommendations of the Board's CTP committees, the Arterials, Highways and Freeways Element and the Draft Transit Element were released by the STA Board for a 30-day review period by member agencies, interested partner agencies and the general public. Upon completion of the review period, staff will address and/or incorporate all comments received and prepare a Final Draft of the elements of the CTP for recommendation by the Consortium, TAC, the CTP committees and final approval by the STA Board. This report addresses the release of the Alternative Modes Element for review.

Presentations on funding each of the three CTP elements have been made at each of the last three Consortium, TAC and STA Board meetings. Further refinements to the 2030 Funding Needs Summary have recently been made to reflect more recent data (Attachment A). The draft CTP identifies a total estimated funding need over the next 25 years for each of the three elements as follows:

<b><u>Mode</u></b>	<b><u>CTP Needs</u></b>
Arterials, Highways and Freeways	\$4,176.5 M
Transit	\$1,226.9 M
Alternative Modes	<u>\$ 179.5 M</u>
<b>TOTAL</b>	<b>\$5,582.9 M</b>

Based upon the STA's recent needs analysis, alternative modes projects (i.e. TLC, bicycle, pedestrian and ridesharing funds) are expected to receive about \$94.8 million over 25 years, leaving a shortfall of about \$84.7 million. Although there are a number of new funding sources for alternative modes and it is proportionately in much better financial condition than the other

modes, the remaining shortfall reinforces the need to continue to prioritize short term needs to address the most critical problems first and to develop a range of new additional funding sources to match the expected funding sources.

**Discussion:**

Both the Draft Arterials, Highways and Freeways Element and the Draft Transit Element of the CTP have been reviewed by their respective committees. New members to the Alternative Modes Committee were recently appointed by the STA Board (Attachment B) and that committee has not had the opportunity to meet and review the draft Alternative Modes Element (Attachment C).

On February 9, 2005, (based on recommendations of the Arterials, and Freeways Committee and the Transit Committee) the STA Board released the Arterials, Highways and Freeways Element and the Transit Element for a 30- day public review period. Copies of these two elements have since been posted to the STA web site: [www.solanolinks.com](http://www.solanolinks.com).

Once the Alternative Modes Element has been reviewed by the new Alternative Modes Committee (scheduled for February 24, 2005 at 9:30 a.m. at the STA), and the committee makes a recommendation to the STA Board, that element will also be forwarded to the STA Board to release this element for a 30-day review period. Upon completion of this review period, the final CTP will be prepared for review by the TAC, Consortium and the three CTP Committees.

Vanessa Klaiber-Guerrero was previously the SolanoLinks Transit Consortium's participant on the Alternative Mode Committee. Since Ms. Guerrero no longer works for the City of Dixon, the new SolanoLinks Transit Consortium participant is proposed to be Jeff Matheson. The STA TAC representative is proposed to continue to be Ed Huestis who has been a regular participant on the committee. The participants from the Consortium and the TAC should be confirmed by the respective committees.

The new Napa Solano Travel Demand Model shows significantly increased congestion levels throughout the county, particularly between the years 2015 and 2030. The need for increased efforts to implement the various recommendations of the recently completed studies (i.e., I-80/680/780 Major Investment & Corridor Study, I-80/680/780 Transit Corridor Study, Senior and Disabled Transit Study and Transportation for Livable Communities Plan) will become more and more apparent to the residents in Solano County as the county continues to grow.

To provide for a high quality of life in Solano County now and in the future, it is important to ensure adequate maintenance of roads and facilities, improved travel safety, maintain and provide expanded transit and alternative modes of travel. If the STA Board adopts the comprehensive strategy recommended in the updated CTP, this strategy will need to be a high priority of the STA, its member agencies and partners for many years to come in order to address the transportation needs of Solano County residents.

Staff is planning to discuss with the STA Board funding the CTP elements at the Board Retreat on February 17, 2005. A Public Hearing on the CTP will be scheduled at the April 13, 2005 STA Board meeting. The review and recommendation by the TAC and Consortium and each of

the Board's three CTP Committees is scheduled by the end of April 2005 and an action by the STA Board planned for May 11, 2005.

The Draft Alternative Modes Element of the CTP was provided to TAC and Consortium members in January.

STA staff will be circulating an environmental checklist (per the California Environmental Quality Act) and submitting a Notice of Completion of a Negative Declaration to the State Clearinghouse for a 45-day review period prior to STA Board approving the final CTP.

**Recommendation:**

Approve the following:

1. Recommend the STA Board release the Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030 for a 30-day public review and comment period.
2. Confirm the Consortium and TAC participants on the Alternative Modes Committee.

**Attachments:**

- A. Solano Comprehensive Transportation Plan 2030 Funding Needs Summary, 1-28-05
- B. Alternative Modes Committee Membership, 2-15-05
- C. Draft Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP) 2030, dated January 2005 (previously provided under separate cover; additional copies provided upon request)

**Solano Comprehensive Transportation Plan 2030 Funding Needs Summary**

(All costs in millions of 2005 dollars - Revised on 1-28-05)

PROJECT/PROGRAM	Total Costs (remain.)	Committed Funding	New Committed Funds	CTP Short- Fall	CTP Vision	Net After Vision
<b>TRANSIT ELEMENT</b>						
Expanded Express Bus (cap. and op.)	158.8	82.0	5.0	71.8	71.8	0.0
Vallejo Transit Capital Replacement	572.9	519.1	43.4	10.4	0.0	10.4
Capitol Cor. Train Stations and Track Imp.	73.0	30.0	10.0	33.0	0.0	33.0
Sacto-Rich.-Oak. Commuter Rail (cap/op.)	113.0	0.0	0.0	113.0	113.0	0.0
Vallejo Baylink Ferry Service (cap/op)	180.1	130.1	0.0	50.0	50.0	0.0
Senior and Paratransit Expansion (cap/op)	129.1	0.0	0.0	129.1	105.0	24.1
<b>Sub Total</b>	<b>1226.9</b>	<b>761.2</b>	<b>58.4</b>	<b>407.3</b>	<b>339.8</b>	<b>67.5</b>
<b>ARTERIALS, HIGHWAYS &amp; FREEWAYS ELEMENT</b>						
I-80/I-680/SR 12 Interchange	769.0	147.7	159.8	461.5	250.0	211.5
Jepson Parkway Project	97.9	22.2	43.0	32.7		32.7
SR 12 (Jameson Canyon <sup>2</sup> ) (4-lanes)	51.1	2.0	49.1	0.0		0.0
SR 12 (Jameson Canyon <sup>2</sup> ) safety projects	20.0	0.0	0.0	20.0	20.0	0.0
I-80/680/780 Corridor Improve. (Mid term)	357.3	0.0	94.4	262.9	262.9	0.0
I-80/680/780 Corridor Improve. (Long term)	709.0	8.0	0.0	701.0	87.1	613.9
Local Interchange Improvements	418.0	0.0	2.0	416.0	-	416.0
Widen SR 37 to 4 lanes with mitigation	154.5	0.0	0.0	154.5		154.5
SR 12 capacity Improve. (I-80 to Sac. River)	105.0	0.0	3.3	101.7	55.0	46.7
SR 113 (I-80 to SR12)	50.0	0.0	0.0	50.0		50.0
Road maintenance (regional roads - MTS)	43.6	43.6	0.0			0.0
Road Maintenance (local roads - non MTS)	919.0	324.2	41.0	553.8	210.0	343.8
SR 12 Safety Projects (I-80 to Sac. River)	42.7	36.0	6.7	-		0.0
Safety Projects	100.0	-	3.0	97.0	51.2	45.8
Local Arterial Improvements	339.4	29.6	-	309.9	-	309.9
<b>Sub Total</b>	<b>4176.5</b>	<b>613.2</b>	<b>402.3</b>	<b>3161.0</b>	<b>936.2</b>	<b>2224.8</b>
<b>ALTERNATIVE MODES ELEMENT</b>						
Bicycle Improvements	56.0	19.5	2.3	34.2	-	34.2
Pedestrian Improvements	25.0	3.0	2.0	20.0	-	20.0
Park-and-Ride Lots	13.0	-	3.0	10.0	-	10.0
Ridesharing Program	17.5	17.5	-	0.0	-	0.0
County TLC / Enhancements Program	68.0	40.0	7.5	20.5	-	20.5
<b>Sub Total</b>	<b>179.5</b>	<b>80.0</b>	<b>14.8</b>	<b>84.7</b>		<b>84.7</b>
<b>Local Projects</b>	<b>140.0</b>			<b>140.0</b>	<b>140.0</b>	
<b>Total</b>	<b>5722.9</b>	<b>1454.4</b>	<b>475.5</b>	<b>3793.0</b>	<b>1416.0</b>	<b>2377.0</b>

**Alternative Modes Committee**  
**Membership**  
2-15-05

**Committee Members:**

Jim Spering, Committee Chair, City of Suisun City  
Dan Smith, City of Benicia  
Representative, City of Dixon  
Representative, City of Fairfield  
Ron Jones, City of Rio Vista  
Representative, County of Solano  
Steve Wilkins, City of Vacaville  
Joanne Schivley, City of Vallejo  
Marci Coglianesse, Public Member  
Eve Laevastu, Pedestrian Advisory Committee,  
J.B. Davis, Solano Bicycle Advisory Committee  
City Planning Commissioner  
Birgitta Corsello, Solano County Resource Agency Director  
Gerry Raycraft, Solano County Planning Directors Group

**Invited Participants:**

Chambers of Commerce: Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo  
Congressman George Miller's Office, Kathy Hoffman  
MTC – Planning, James Corless  
SNCI, Elizabeth Richards  
Solano EDC, Don Erickson  
Solano Land Trust  
SolanoLinks Transit Consortium, Jeff Matheson  
STA TAC, Ed Huestis  
YSAQMD, Jim Antone



DATE: February 11, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: SolanoLinks Transit Consortium Draft 2005 Work Plan

**Background:**

Each year, the Consortium reviews and updates its annual Work Plan. In 2005, there are a number of key local and regional transit planning activities and projects that the Consortium should be involved with. These range from service and funding to planning and marketing.

**Discussion:**

STA staff has prepared a draft SolanoLinks Transit Consortium Work Plan for the Consortium's review and approval. Consortium members are being encouraged to review the attached draft Work Plan and offer additions, deletions, and modifications. It is being presented to the TAC for information.

The Consortium's Draft 2005 Work Plan and a 2004 Work Plan Progress Report are attached.

**Recommendation:**

Approve the SolanoLinks Transit Consortium Work Plan for 2005 as specified on Attachment A.

**Attachment:**

- A. 2005 SolanoLinks Transit Consortium Work Plan
- B. 2004 SolanoLinks Transit Consortium Work Plan Progress

**STA SolanoLinks Transit Consortium  
Draft 2005 Work Plan  
(January 2005)**

**Transit Service:**

- Implement RM 2 transit services.
- Monitor Rt. 30 and other Solano intercity transit services.
- Implement Dixon Community Based Transit Plan priorities.
- Implement TranStar countywide
- Implement Rio Vista Transit service changes

**Transit Planning and Consolidation**

- Initiate Transit Consolidation Study
- Input into SB916 Transit connectivity Study
- Complete Community Based Transportation Planning study in Cordelia.
- Complete Benicia, Fairfield, and Vallejo local transit studies
- Complete the Transit Element for the updated Comprehensive Transportation Plan (CTP) including the Transit Element.
- Complete Highway 12 corridor transit study
- Monitor implementation of countywide Advance Vehicle Locator (AVL) system

**Funding**

- Monitor and provide input into legislation to ensure adequate levels of transit funding.
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix funding for Solano County
- Complete TDA Unmet Transit Needs process for FY 05/06.
- Prepare multi-year STAF funding plan
- Prepare multi-year funding plans for Intercity Transit Service, including Rt. 30 and Solano Paratransit.
- Develop funding partnerships for SolanoWORKS transportation study priorities.

**Marketing of Transit Services and Programs**

- Develop new SolanoLinks multi-year marketing plan and secure consultant support.
- Plan and implement marketing support for Rt. 30, new RM2 services, and Rio Vista Transit.
- Coordinate and participate in countywide and regional transit marketing activities.
- Distribute SolanoLinks brochure and wall maps.
- Develop public awareness and identity for Solano Paratransit.

## STA SolanoLinks Transit Consortium 2004 Work Plan Progress

### Transit Service:

- **Monitor and market Rt. 30 to achieve 20% farebox recovery rate:** Rt. 30 has been monitored throughout 2004. Using costs assumptions within the existing multi-year funding scenario and in the monthly reports, by Fall 2004 Rt. 30 had achieved a 20% farebox recovery rate.
- **Implement new transit service to Benicia Industrial Park from mid-Solano County:** Not implemented.
- **Monitor Solano Paratransit service.** Solano Paratransit has been monitored throughout 2004.
- **Implement SolanoWORKs Transit Study priorities:** The SolanoWORKs transportation advisory committee met several times in 2004. Three Low Income Flexible Transportation (LIFT) grant funding proposals were prepared and submitted to the Metropolitan Transportation Commission (MTC). MTC did not select any of the projects for regional funding.
- **Implement TranStar countywide:** Vallejo and Benicia Transit are on-line. Fairfield-Suisun Transit is working with MTC to implement. Vacaville City Coach and MTC have come to an impasse on this project.

### Transit Planning and Consolidation

- **Complete countywide Senior and Disabled Transit Study:** Completed
- **Input into SB916 Transit Connectivity Study:** Actively participating and letter written from STA Board supporting the addition of Fairfield Transportation Center as a key regional hub.
- **Complete Community Based Transportation Planning studies in Dixon and Cordelia; initiate study in Vallejo:** Dixon study was completed. Two LIFT grant proposals were prepared and submitted to MTC. MTC selected one project for LIFT funding. Additional local funding is in the process of being secured to implement the other project in early 2005. Dixon community transportation stakeholders group established for long-term priority project implementation.
- **Complete Rio Vista, Fairfield, and Vallejo local transit studies:** Rio Vista Transit study completed and scheduled to Rio Vista City Council approval in January 2005.
- **Complete Comprehensive Transportation Plan (CTP) follow up studies:** All studies completed except the Transit Consolidation Study which is scheduled for initiation in early 2005.
  - **Transit Corridor Study follow-up**
  - **Oakland-Sacramento Commuter Rail Study, Phase II**



- **Funding for Transit (Linked to sales tax)**
- **Transit Consolidation Study**
- **Complete Countywide Express Bus Service and Funding Plan (I-80/I-860/I-780 corridors):** Work begun, schedule for completion in early 2005.
- **Initiate Highway 12 Transit study:** Consultant selection completed and study to kick-off January 2005.
- **Monitor countywide Advance Vehicle Locator (AVL) system:** Status reports provided by lead agency, Fairfield-Suisun Transit

## **Funding**

- **Monitor and provide input into the RTP process to ensure adequate levels of transit funding:** The RTP was monitored and input was provided.
- **Monitor and provide input into legislation to ensure adequate levels of transit funding:** Legislation was monitored and input provided.
- **Update annual TDA matrix:** The TDA matrix
- **Prepare multi-year STAF funding plan:** Completed
- **Prepare multi-year funding scenarios.** Not completed. To be completed in early 2005

## **Marketing of Transit Services and Programs**

- **Update, reprint, distribute SolanoLinks Brochures.** Updated and 15,000 printed in early 2004; distributed 5900, 2000 in FY04/05.
- **Update, reprint, distribute SolanoLinks Wall Maps:** Updated and 200 printed in early 2004. 97 distributed to date.
- **Coordinate and participate in countywide and regional transit marketing activities.** Attended Bay Area Regional Transit Marketing Committee and Sacramento Transportation Demand Management Working Group. Promoted transit through countywide events, displays, and calls. Back-up Vallejo Baylink telephones and regularly supply Suisun City Amtrak station on Capitol Corridor's behalf.
- **Review SNCI transit marketing in communities:** Monthly SNCI status reports provided to Consortium



DATE: February 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: YSAQMD Clean Air Fund Program

**Background:**

The Yolo Solano Air Quality Management District (YSAQMD) annually provides funding for motor vehicle air pollution reduction projects in the Yolo Solano Air Basin through the YSAQMD Clean Air Program. Funding for this program is provided by a \$4 Department of Motor Vehicle (DMV) registration fee established under AB 2766 and a special property tax (AB 8) generated from Solano County properties located in the YSAQMD.

YSAQMD jurisdictions in Solano County are eligible to receive approximately \$270,000 for Clean Air Program funds for fiscal year 2005/2006. The following categories are eligible for this funding: Alternative Fuels Infrastructure and Low Emission Vehicles, Alternative Transportation, Transit Services, and Public Education and Information. STA member agencies including Rio Vista, Vacaville, Dixon and Solano County (as well as public schools and universities in these areas) are eligible for the program.

Solano County applications for YSAQMD Clean Air Funds are preliminarily reviewed by the STA/YSAQMD Clean Air Fund Application Screening Committee, which consists of two members or alternates from the STA Board and three members from the YSAQMD Board of Directors. The Screening Committee reviews Solano applications prior to the YSAQMD application deadline for funding amounts, project eligibility, and consensus for Solano County's Clean Air projects. All actions made by the Screening Committee are recommendations to the YSAQMD Board of Directors. The YSAQMD Clean Air Program funding approvals have usually been the same as the committee's recommendations.

**Discussion:**

The Screening committee met Tuesday, February 15, 2005 to review preliminary YSAQMD Clean Air applications for FY 2005/06. A spreadsheet summarizing the preliminary applications and the committee's recommendations is attached. The committee based their funding recommendation on a Clean Air budget of \$290,000. The following projects were recommended for the following funding amounts:

<b><u>Project Sponsor</u></b>	<b><u>Project</u></b>	<b><u>Recommended Amount</u></b>
1. City of Rio Vista	Downtown Pedestrian Streetscape and Waterfront Improvement Project	\$100,000
2. Vacaville Sanitary Service	Cleaire Longview Retrofit of Refuse Trucks	\$100,000
3. City of Vacaville	Southside Bikeway (Alamo Drive to California Drive)	\$50,000
4. City of Vacaville	Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	\$40,000
<b>Total:</b>		<b>\$290,000</b>

The next step will be for the YSAQMD Board Clean Air Funds Committee to review applications submitted from public agencies in Yolo County and the recommendations provided by the STA/YSAQMD Screening Committee at their May 11, 2005 meeting. The YSAQMD Board of Directors will then approve the projects at their June 8, 2005 meeting based on the YSAQMD Board Clean Air Funds Committee recommendation.

**Recommendation:**

Recommend the STA Board support the recommendations provided by the STA/YSAQMD Clean Air Fund Application Screening Committee for Yolo Solano Clean Air Applications.

**Attachment:**

A. Yolo Solano Clean Air Application Summary 2005-06 for Solano Projects

Yolo Solano Clean Air Application Summary 2005-06 for Solano Projects  
Revised 2-15-2005  
Final Recommendation

Project Title	Project Description	Project Sponsor	Total Project Cost	Other Committed Funding	Other Potential Funding Sources	Total Clean Air Fund Request	Recommendation- \$290,000 (Budget)
Downtown Pedestrian Streetscape and Waterfront Improvement Project	Downtown Pedestrian Streetscape and Waterfront Improvement Project	City of Rio Vista	\$ 669,000	\$500,000-ECMAQ; \$39,000-YSAQMD		\$ 130,000	\$ 100,000.00
Claire Longview Retrofit of Refuse Trucks	Retrofit 24 refuse trucks in Vacaville for Nox, PM, HC & CO Emissions Reductions.	Vacaville Sanitary Service	\$ 456,000	Total-\$639,000 \$204,000-Company Funding		\$ 252,000	\$ 100,000.00
Yolo Solano Bikelinks Map	Design and print an updated Yolo Solano Bikelinks map for public information and general distribution.	STA	\$ 15,000	Total-\$204,000 \$5000- TFCA		\$ 10,000	\$ -
Spare the Air Transit Promotion	Design and execute a promotion coordinated with the region Spare the Air (STA) promotion to increase transit ridership in Vacaville City Coach, Dixon Road-Ride, and Rio Vista Transit.	STA/SNCI	\$ 20,000	Total \$5000 \$5,000-CMAQ		\$ 15,000	
Southside Bikeway (Alamo Drive to California Drive)	Project will extend the Southside Bikeway further south an additional 850 feet down to California Dr.	City of Vacaville (Priority #1)	\$ 350,000	Total-\$5,000 \$300,000- ECMAQ		\$ 50,000	\$ 50,000.00
Centennial Bikeway (Browns Valley Parkway to Vaca Valley Parkway)	Project will be a Class I bike path from Browns Valley Parkway to Vaca Valley Parkway along the western edge of Centennial Park with a length of 6,720 feet.	City of Vacaville (Priority #2)	\$ 375,000	Total-\$300,000 \$300,000- ECMAQ		\$ 75,000	\$ 40,000.00
Bella Vista Rd. Park and Ride Lot Photovoltaic System Monitoring	Remote monitoring system for the Bella Vista Park & Ride Photovoltaic System	City of Vacaville (Priority #3)	\$ 22,000	Total-\$300,000 \$2,000- In-kind Staff hours		\$ 20,000	\$ -
Nob Hill Bike Path (Chylene Drive to Shady Glen Ave)	The project is a gap closure project and will provide a Class I bike path between Chylene Drive to Shady Glen Ave, approximately 1,400 feet.	City of Vacaville (Priority #4)	\$ 390,000	Total-\$2,000	\$350,000- BTA	\$ 40,000	\$ -
Total-\$350,000							
Total Clean Air Request: \$						\$ 592,000	\$ 290,000.00



DATE: February 14, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: Summary of STA Board Retreat Discussions and Recommendations

**Background:**

Each year, the Solano Transportation Authority (STA) identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In follow up to the STA Board's approval of the FY 2004/05 and 2005/06 budget in July 2004, staff reviewed and updated all of the priority projects contained in the STA's Overall Work Plan (OWP). This topic was presented in a workshop styled format at the STA Board meeting of September 8, 2004 to provide members of the STA Board with the opportunity to query staff, discuss various projects and set priorities.

In October 2004, the STA Board adopted its updated Overall Work Program/Priority Projects for Fiscal Years 2004/05 and 2005/06 consistent with the adoption of its two-year budget. The updated OWP includes a list of 42 specific priority projects and programs. Several of these programs are new initiatives that will require the following: 1) Detailed analysis of the issue; 2) Development of implementation alternatives, specifics, and pros and cons for each alternative; 3) Initiation and implementation of an extensive public education, outreach and input effort; and 4) The development of consensus, collaboration and support for each of these specific programs among the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano.

On February 9, 2005, the STA Board reviewed and set the agenda for an STA Board retreat scheduled for Thursday, February 17, 2005, at Travis Credit Union in Vacaville. A copy of the STA Board approved agenda is attached (Attachment A).

**Discussion:**

The STA Board Retreat has been organized in a workshop styled format to provide STA Board Members and Alternates the opportunity to discuss and provide staff direction on several important tasks contained in the STA's Overall Work Program (OWP) for FY 2004/05 and 2005/06. The agenda topics include the following:

- Setting the Stage
- Five Year Vision for the STA
- STA's Roles and Responsibilities as the CMA for Solano County
- Initiation of Regional Impact Fee Study
- Initiation of Transit Consolidation Study

- Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning
- Local Land Use Planning Strategies
- Acceleration of Project Development and Project Delivery
- Setting Near Term Funding Priorities to Get Projects Constructed
- Follow up to Measure A/Development of Local Funding Source to Fund Critical Local Projects

A copy of the questions raised by staff at the Board Retreat for each of these topic areas is also attached (Attachment B). At the Consortium meeting, staff will provide members of the Consortium with copies of the presentations provided at the Retreat and a summary of the discussion, input and recommendations provided to staff by the Board Members and Alternates individually and/or collectively.

**Recommendation:**  
Informational.

Attachments:

- A. Agenda for STA Board Retreat scheduled for Thursday, February 17, 2005, at 9:00 a.m., at Travis Credit Union in Vacaville
- B. STA Board Retreat – Workshop Topics, Questions and Comments



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

## **SPECIAL MEETING NOTICE**

**February 17, 2005**

### **Members:**

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

### **STA Board Retreat**

**Travis Credit Union  
2020 Harbison Drive  
Vacaville CA  
9:00 A.M. Meeting Time**

### **MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY**

**To improve the quality of life in Solano County by delivering  
transportation system projects to ensure mobility, travel safety, and  
economic vitality.**

*Time set forth on agenda is an estimate. Items may be heard before or after the  
times designated. The opportunity for public comment will be provided as part of  
the discussion of each agenda item.*

### **STA Board Members:**

Mary Ann Courville, Chair  
*City of Dixon*

Len Augustine, Vice-Chair  
*City of Vacaville*

Steve Messina  
*City of Benicia*

Karin MacMillan  
*City of Fairfield*

Eddie Woodruff  
*City of Rio Vista*

Jim Spering  
*City of Suisun City*

Anthony Intintoli  
*City of Vallejo*

John Silva  
*County of Solano*

### **STA Alternates:**

Gil Vega

Steve Wilkins

Dan Smith

Harry Price

Ron Jones

Michael Segala

Pete Rey

John Vasquez

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER – CONFIRM QUORUM	Chair Courville
II. APPROVAL OF AGENDA	
III. STAFF PRESENTATIONS/SETTING THE STAGE (9:15 a.m. – 10:00 a.m.)	
A. Progress Report on STA’s Overall Work Program (OWP)	Daryl Halls
1. Planning the Future	
2. Project Development	
3. Transit/Rideshare	
4. Funding the OWP and CTP <i>Informational – Pg. 11</i>	
B. Development of a Five-Year Vision for the Solano Transportation Authority (STA) <i>Informational – Pg.29</i>	Daryl Halls
C. Overview of STA’s Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County <i>Informational– Pg. 33</i>	Dan Christians
IV. BOARD MEMBER DISCUSSION ITEMS	
A. Initiation of Regional Traffic Impact Fee Study <i>Discussion – Pg. 45</i> (10:00 a.m. – 10:45 a.m.)	Dan Christians
<b>MEETING BREAK – 10:45 a.m. to 11:00 a.m.</b>	
B. Initiation of Transit Consolidation Study <i>Discussion – Pg. 51</i> (11:00 a.m. – 11:45 a.m.)	Elizabeth Richards
C. Implementation of TLC Program Countywide/Improving the Linkages and Coordination Between STA’s Transportation Planning and Local Land Use Planning <i>Discussion – Pg. 63</i> (11:45 a.m. – 12:15 p.m.)	Daryl Halls
<b>LUNCH BREAK – “Guest Speaker on Land Use and Transportation Planning”</b>	
(12:15 p.m. – 1:00 p.m.)	



**D. Acceleration of Project Development and Project Delivery**

Mike Duncan

Discussion – Pg. 83

(1:00 p.m. – 1:15 p.m.)

**E. Setting Near Term Priorities for Funding Priority Projects**

Mike Duncan

1.) Federal Funding Priorities

2.) STIP Funding Priorities

3.) SHOPP Funding Priorities

4.) Regional Funding Priorities

Discussion – Pg. 101

(1:15 p.m. – 1:45 p.m.)

**F. Follow Up to Measure A/Development of an Expenditure Plan of Critical Project that Require a Local Funding Source**

Daryl Halls

D.J. Smith

Discussion – Pg. 149

(1:45 p.m. – 2:45 p.m.)

**V. BOARD MEMBER COMMENTS/NEXT STEPS**

**VI. ADJOURNMENT** – Next Meeting: March 9, 2005 at 6:00 p.m., at Suisun City Hall

*Travis Credit Union  
2020 Harbison Drive  
Vacaville, CA  
9:00 a.m. Meeting Time*

***STA BOARD RETREAT***

*February 17, 2005*

*Workshop*

*Topics, Questions and Comments*

***IV.A. SETTING THE STAGE***

*Board Comments/Suggestions/Follow up Items:*

***B. Five Year Vision for the STA***

*Board Comments/Suggestions/Follow up Items:*

***C. STA's Roles and Responsibilities as the Congestion Management Agency (CMA) for Solano County***

1.	Should the Solano CMP level of service (LOS) standard be maintained at the current LOS of “E” or “F”, or should STA strive to maintain an LOS of “D” on highway segments with an existing LOS of “D”?
----	---

2.	How can the review and comment process for General Plan Amendments and Project EIRs for development not contained in the STA's Countywide Traffic Model be more proactive and effective between STA and local agencies?
----	---

3.	In lieu of the current deficiency plan process, which focuses on the potential loss of gas tax subventions, what are other options, incentives, and mitigation measures to be considered as part of the CMP?
----	--

*Board Comments/Suggestions/Follow up Items:*

***V.A. Initiation of Regional Impact Fee Study***

1.	Should the STA study the potential benefits and options for a regional impact fee as a potential mitigation for the future impacts of development on the countywide transportation system?
----	--

2.	Should such a regional impact fee be collected and allocated on a countywide basis or along specific corridors or within specific subareas of the county? Should the impact fee be allocated to only highway and roadway facilities or should it include transit facilities?
----	--

3.	What are the concerns/obstacles pertaining to evaluating and implementation of a regional impact fee?
----	---

*Board Comments/Suggestions/Follow up Items:*

***B. Initiation of Transit Consolidation Study***

1. What are the goals and objectives for transit services in Solano County and what should be the goals and criteria for studying and evaluating the consolidation of transit service in Solano County?

2. What are the concerns/opposition/obstacles to transit consolidation?

3. What level of transit services should be included in the study? (Intercity/Express Transit, Intercity Paratransit, Local Transit, Local Paratransit, Subsidized Taxi)

*Board Comments/Suggestions/Follow up Items:*

***C. Improving the Linkages and Coordination Between STA's Transportation Planning and Local Land Use Planning***

1. What are Solano County's goals and objectives in the subject matter of improving the coordination between countywide transportation planning and local land use planning?

2. Now that the STA has adopted a Countywide Transportation for Livable Communities Plan for Solano County, what is the appropriate role for the STA in the continuing discussions and implementation of coordinating transportation and land use planning?

3. How can the STA assist its member agencies in the implementation of their TLC projects and plans identified in the TLC Plan?

*Board Comments/Suggestions/Follow up Items:*

**LUNCH BREAK – “Local Transportation/Land Use Planning Strategies”**  
**James Corless, MTC**

1. What are the key transportation and land use ingredients and characteristics for successful TLC projects?

2. What is Solano County doing well and how can we improve in terms of land use and transportation planning in support of transportation and transit?

3. What are the benefits for and concerns/obstacles to implementing TLC and transit oriented projects and improving the linkages between land use and transportation planning?

*Board Comments/Suggestions/Follow up Items:*

#### ***D. Acceleration of Project Development and Project Delivery***

1.	What additional criteria should be used to identify projects as candidates for project development and delivery?
----	--

2.	What specific project development activities should the STA undertake to accelerate the delivery of projects? (PSRs, design, right of way, construction)
----	--

3.

*Board Comments/Suggestions/Follow up Items:*



***E. Setting Near Term Funding Priorities to get Projects Constructed***

1. Are there any other projects that should be prioritized for federal or state funding?

2. Should we narrow our list of priority projects to ensure their full funding and construction in a timely manner? If so, what should be the criteria for doing so?

3. How should we position and prioritize projects to obtain larger amounts of regional and state funding?

*Board Comments/Suggestions/Follow up Items:*

***F. Follow Up to Measure A/Development of Local Funding Source to Fund Critical Local Projects***

1. Should there be a follow up effort to Measure A to place an expenditure plan on the ballot before Solano County voters?

2. In January, the STA's consultant identified several issues to be discussed and addressed before placing a follow measure on the ballot. Which issues are of importance and how should the STA proceed to address these issues in a proactive and productive manner?

3. What are the next steps in this process and should the STA set aside the resources for a follow up effort?

*Board Comments/Suggestions/Follow up Items:*





DATE: February 18, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Daryl K. Halls, Executive Director  
RE: Legislative Update – February 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its Legislative Priorities and Platform for 2005 to provide policy guidance on transportation legislation and the STA's legislative activities.

**Discussion:**

On February 9, 2005, the STA Board unanimously adopted positions of support for the following two state legislative bills:

1. ACA 4 (Plescia and Harman) – Proposes to eliminate the legislative authority to suspend Proposition 42 funds due to a fiscal emergency
2. ACA 7 (Nation) – Proposes to lower the voting threshold for passing local option sales taxes from 66.7% to 55%.

A copy of the most recent STA Legislative Matrix will be provided at the meeting.

**Recommendation:**

Informational.

**Attachments:**

- A. State Legislative Report – Shaw & Yoder
- B. Federal Legislative Report – The Ferguson Group



SHAW/YODER, inc.  
LEGISLATIVE ADVOCACY

February 1, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: BUDGET AND LEGISLATIVE UPDATE

### *Budget*

We reported to you last month on the major components of the Governor's proposed transportation expenditures for the 2005-06 budget year. However, those facts are worth repeating:

- **Suspend Proposition 42** - The Governor proposes suspending all of Proposition 42, estimated to be \$1.31 billion, leaving nothing for Traffic Congestion Relief Program projects, the State Transportation Improvement Program, local streets and roads or public transportation. He does offer to designate this suspension yet another loan from transportation funds, as opposed to a straight grab. It should be noted that this revenue would be in addition to other outstanding loans the state has taken the last several years, raising the overall total to more than \$3.4 billion. The Governor will introduce a repayment program and schedule (estimated to be over 15 years beginning in 2006-07), but is not specific on where those repayment funds would come from.

In addition to the repayment offering, the Governor will propose a Constitutional Amendment to prevent further taking of Proposition 42 funds out of transportation effective starting in 2007-08. Language of that initiative is not revealed in the budget document, but it is good news that the Governor is publicly supporting the constitutional preservation of transportation funds beyond the budget year.

- **Spillover Funds** - The Governor estimates that the Public Transportation Account is supposed to receive a bump of \$216 million in spillover funds in the budget year as a result of certain economic conditions in California. However, instead of allowing that revenue to flow to public transportation, he proposes to suspend that transfer and leave it in the General Fund.
- **High-Speed Rail Authority** - The Governor intends to increase the funding for the High Speed Rail Authority from the current \$1.8 million budget to \$3.9 million.

To highlight the Governor's long-term support for transportation, he has called upon the Business, Transportation and Housing Agency, and specifically the Department of Transportation to implement a concept and program called **GoCalifornia**.

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In the face of these disheartening proposals, a large coalition of transportation providers and interests have been meeting semi-regularly to elevate the profile of transportation in the upcoming budget negotiations and illustrate the point that transportation expenditures are not only critical to relieving congestion, but also important to the economy.

In December, this group held a press rally on the South steps of the State Capitol and received several prominently placed newspaper articles throughout the major media markets in California. This group continues to maintain contact, and will have another in-person meeting and strategy session on February 7, 2005, at the California Chamber of Commerce's conference room in Sacramento. We will be at that meeting, and report to you on the details and strategy developed by the broad coalition.

### *California Transportation Commission*

At its January meeting, the CTC approved the continued allocation of \$900 million for the 2004-05 budget year. This is good news as the CTC is not proposing any reduction of funding in the current year. However, the commissioners and staff were quick to point out that the economic condition of transportation accounts, especially considering the Governor's transportation funding proposals, will make for continued hardships in meeting all the requests for funding through the State Transportation Improvement Program, Traffic Congestion Relief Program and all other projects dependent on state revenues. For a fuller analysis by the CTC on the state of transportation in California, we commend to you the annual Commission report, recently released, that describes the current and projected future challenges facing transportation. That report (more than 150 pages) can be accessed via the Commission's website at [www.catc.ca.gov](http://www.catc.ca.gov).

### *Legislative Committee Assignments*

The Senate and Assembly have formally announced the committee assignments for 2005. In the Senate, President Pro Tempore Don Perata has consolidated the Senate Transportation Committee and the Senate Housing Committee into one large committee. Senator Tom Torlakson has been named Chair of that Committee, and Senator Mike Machado, part of the Solano Transportation Authority's legislative delegation, has been named as a member of that Committee. This is the first time in several years that the STA has had a Senator on the transportation committee. Senator Wes Chesbro, another member of the STA's delegation, is still Chair of the Senate Budget Committee.

The STA does not have a member of the Assembly Transportation Committee. However Assemblymember Lois Wolk has been named a member of the Assembly Budget Subcommittee Number 5, which oversees transportation finance, and will be at the forefront of reacting to the Governor's budget proposal, and instrumental in the development of a legislative alternative. We look forward to partnering with all of the STA's legislative delegation to maintain project delivery.

### *Legislation*

The Legislature's bill introduction deadline is February 18, 2005. To date there have been very few transportation proposals introduced. However, we expect this number to increase dramatically between now and the end of the month.

## *Bay Bridge*

While the Senate Transportation and Housing Committee has not yet held hearings to consider legislation thus far, they have had two hearings regarding the Bay Bridge. The Governor has formally announced his support for a skyway bridge, commonly referred to as a less complex structure than the one currently proposed, and hence cheaper to build and faster to deliver. However, numerous analyses, including some completed by Administration departments, appear to indicate that the original Single-Anchored Suspension (SAS) bridge design is actually a more practical choice given the amount of work and design that has been completed thus far.

The primary difference of opinion rests on whether the Bay Area will pay for the entire cost overruns on the Bay Bridge design and construction or whether the state should pay for some or all of it, given that the original estimates for the total costs of the bridge were prepared by Caltrans, a state entity.

The Legislature, and in particular Senate President Pro Tempore Don Perata, have continually expressed the opinion that the Bay Area should not be held financially responsible for the overruns associated with the bridge, while Administration officials, and many Southern California legislators, believe many of the overruns can be attributed to the type of bridge selected (SAS), which some Bay Area members expressed a preference for several years ago.

A potential compromise on the funding of the issue has been floated recently, and that centers on the issuance of a statewide bond that would cover the increased costs associated with the Bay Bridge, and also offer other transportation project funding opportunities. Should this occur, we will seek opportunities for inclusion of eligible STA projects.

It is worth noting that there is still no mention of diverting existing Bay Area resources to this project, and that includes any redirection of Regional Measure 2 funds. We will continue to monitor this item to ensure that the STA is not negatively impacted by whatever accord will eventually be crafted between the Governor and the Legislature.

### *Status of STA's February 7, 2005, Meet and Greet*

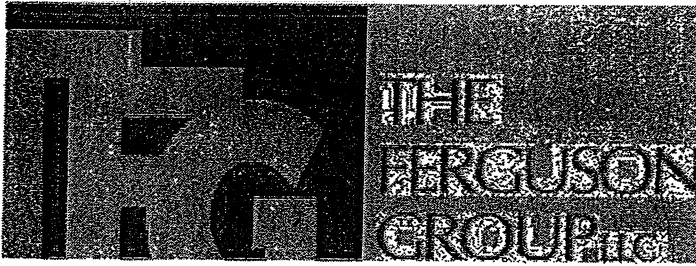
Shaw / Yoder, Inc. is coordinating the STA's meetings with its legislative delegation, scheduled for the afternoon of February 7, 2005. The tentative itinerary for those meetings follow:

Senator Wes Chesbro – TBD

Senator Mike Machado – 1:00 p.m. with staffer Anthony Bhe. Mr. Machado will stop by.

Assemblymember Noreen Evans – 2:15 p.m. with Ms. Evans.

Assemblymember Lois Wolk – 1:45 p.m. with COS Craig Reynolds. Ms. Wolk will stop by.



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February 1, 2005

Memorandum

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update – Transportation.

1. **Transportation Reauthorization Status.** A new transportation reauthorization bill (“T3”) will be introduced in the House in the coming weeks. The bill is likely to authorize transportation funding for the next five or six years. Last year’s main obstacle to passage – agreement on the overall funding level for transportation programs and projects – remains unresolved.

The House deadline for Member project requests is February 7. The Ferguson Group has worked with STA staff and congressional staff and all necessary paperwork has been submitted to Rep. Tauscher, Rep. Miller, and Rep. Thompson for consideration in advance of all deadlines. The Senate deadline is February 14.

2. **Fiscal Year 2006 Appropriations.** The House will also begin considering Fiscal Year 2006 appropriations bills this spring. The House has not set its deadline for transportation requests but the deadline is likely to be in early or mid-March. Our delegation deadlines – House and Senate – are likely to come in mid-February. The Ferguson Group is working with STA staff to finalize our FY 2006 appropriations requests.

3. **Congressional Delegation & Staff Changes.**

Rep. Dan Lungren replaced Rep. Doug Ose who retired from Congress in 2004. Rep. Lungren’s transportation staffer is Rachel Wanner. In addition, there are several new key staff members covering transportation matters for our congressional delegation, including:

- Colton Campbell, replacing Mandy Kenney in Rep. Thompson’s office;
- Paul Kidwell, replacing John Fisher in Rep. Tauscher’s office; and
- Justin Hamilton, replacing Amelia Jenkins in Rep. Miller’s office.

4. **DC Lobbying Trip.** STA staff is working with The Ferguson Group to identify dates for our annual meetings with our delegation Members and congressional staff in Washington. We are currently considering the week of March 7 and the week of March 14.





DATE: February 12, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Mike Duncan, Director for Projects  
RE: Short Range Transit Plans

**Background:**

Transit agencies in the Bay Area are required to have a Short Range Transit Plan (SRTP) for their agency and to update the SRTP on a biennial basis. The SRTP is a requirement of the Metropolitan Transportation Commission (MTC). MTC uses the Short Range Transit Plans from Bay Area transit operators for the following purposes:

- Federal metropolitan planning requirement as part of MTC's responsibilities as the Regional Transportation Planning Agency (RTPA).
- Evidence of policy board approval of project needs from the transit operator's governing body.
- Transit component of the biennial financial constraint analysis for the Transportation Improvement Program (TIP).
- Long range transit-planning needs for the Bay Area.
- Transportation Development Act (TDA) performance audits for Bay Area transit operators.

In addition to meeting the needs of MTC, transit operators use the SRTP for the following purposes:

- To document service planning.
- To document ten-year operating funding necessary to support the service plan.
- To document ten-year capital projects and funding to support the service plan.
- To document adopted goals and objectives, and related performance measures and standards.
- To document for public information the previous four purposes.

**Discussion:**

The Metropolitan Transportation Commission staff is evaluating the structure of the SRTP requirements and biennial update schedule in order to develop a process that better meets the requirements of MTC and transit operators. As part of the evaluation, MTC will assemble a group of transit operators (large operators and small operators) to develop recommendations for potential changes to the SRTP process. MTC staff will present these recommendations to the Transit Finance Working Group for consideration and subsequently to the Partnership Technical Advisory Committee (PTAC). One goal of the evaluation is to determine if the

SRTP needs of small operators differ from the needs of large operators, potentially resulting in differing SRTP requirements depending on the size of the transit operator.

**Recommendation:**  
Informational.

Attachment:

A. Short Range Transit Plans, MTC Memorandum (February 2, 2005)



METROPOLITAN  
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## *Memorandum*

TO: Transit Finance Working Group

DATE: February 2, 2005

FR: Alan Eliot, SRTP Program Manager

W.I.: 1512

RE: Short Range Transit Plans

We are reviewing MTC and transit operator needs and purposes for developing the biennial Short Range Transit Plan.

### **Transit Operator Purposes**

1. To document service planning.
2. To document ten year (minimum) operating funding (expenses and revenues) necessary to support the service portrayed in the service plan.
3. To document ten year (minimum) capital projects and funding (expenses and revenues) necessary to sustain the service portrayed in the service plan.
4. To document adopted goals and objectives, and related performance measures and standards.
5. To document for public consumption Nos. 1-4 above.

### **MTC Purposes**

1. Federal Metropolitan Planning Requirement: Collectively, the SRTPs from the transit operators in the region are a constituent part of MTC meeting its metropolitan planning requirements, as expressed through the annually-adopted MTC Overall Work Program (OWP), which identifies the FTA Section 5303 funding passed through to the operators by MTC, and which also includes an outline of the standard scope of work for an SRTP.
2. Policy Board Approval of Project Needs: The documentation that MTC typically requires for submission of a project for funding or programming (e.g., governing body resolution, opinion of counsel) is not required for projects submitted for programming through the Transit Capital Priorities process. Likewise, MTC does not accept, for programming, projects submitted solely by a transit operator's staff, but rather accepts projects endorsed for submittal by the transit operator's governing body. The description, justification and inclusion in the SRTP capital plan, of a project included in an adopted, final SRTP satisfies the requirement that only board-approved projects be accepted for programming.
3. TIP Financial Constraint: Every two years, when MTC develops and adopts the Transportation Improvement Program (TIP), a requisite part of the process is that MTC

staff conduct the financial capacity assessment for each transit operator which has funding identified in the TIP. The financial capacity assessment looks at a three year period, and is based on information contained in the operator's SRTP. The biennial TIP schedule dictates the biennial SRTP schedule.

4. Long Range Planning Needs: Every three years, when MTC develops and adopts the Regional Transportation Plan (RTP), a requisite part of the process is inventorying transit capital replacement and rehabilitation needs, as well as operating costs and all available revenues. This capital asset inventory and operating basis is derived from information contained in each operator's SRTP.
5. TDA Performance Audits: As the regional agency allocating TDA and STA funds, MTC is required to have a performance audit of each operator conducted every three years. In addition to the assessment of operating efficiency and effectiveness, and compliance with certain statutory and regulatory requirements, the audit approach subscribed to by MTC relies on an assessment of how well the operator did in meeting its own adopted "goals and objectives, and related performance measures and standards." As stated in both the MTC SRTP Guidelines, and in the Performance Audit scope of work, the auditor is to rely mainly on the goals and objectives, and related performance measures and standards included in the adopted SRTP. Absent this "goals and objectives" approach, the auditor would be required to undertake a functional area analysis which assesses the operator's efficiency and effectiveness on the basis of industry standards and/or peer comparisons.

## **Discussion**

1. Historic trends in operator adherence to the biennial SRTP schedule.
2. Lack of clarity in MTC SRTP Guidelines regarding need to develop SRTP "Interim Year Update."
3. Operators' annual budgeting of SRTP Sec. 5303 funds.
4. Status of SRTP development under current SRTP funding agreements (related to lack of "Steering Committee" meetings, and lack of submittal of quarterly progress and financial reports).
5. Possible changes to SRTP content requirement (changes to MTC SRTP Guidelines); for example, regional need for consistent on-board survey information.
6. Possible rearrangement of SRTP requirements under the current biennial cycle, or under a triennial cycle.
7. Operators' perspectives.

## **Next Steps**

Create an ad hoc group of MTC and operator staff to look in more detail at how to better achieve a fit between the SRTP requirement, operators' needs, and MTC's needs. The intent of creating this group would be to bring back to the TFWG a recommendation on how best to structure the SRTP requirements and schedule.



DATE: February 12, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Mike Duncan, Director for Projects  
RE: Transit Capital Priorities Process and Criteria

**Background:**

During 2004, the Metropolitan Transportation Commission (MTC) staff and several committees of the Partnership Board evaluated two specific issues regarding the Transit Capital Priorities (TCP) Process and Criteria. Recommendations were presented to the Partnership Board on November 29, 2004 and agreement was reached on the following:

- An apportionment model for TCP.
- A policy for addressing preventive maintenance requests.

Details for both of these policies are included as the attachments to Attachment A.

In addition to the two issues identified above, several transit operators identified six other Transit Capital Priorities issues that should be addressed. These issues are as follows:

- A. Should the region revise the fixed guideway caps and/or categories?
- B. Should the region change the TCP scoring for certain mandates?
- C. Should the interval for replacing buses be changed to hours or miles?
- D. Should the region maintain the used bus and rail vehicle policy?
- E. Should the region revise the ADA set-aside formula?
- F. What approach should the region take to address the AB664 Net Bridge Toll shortfall for matching funds?

**Discussion:**

At the February 2, 2004 meeting of the Transit Finance Working Group (TFWG), transit operators began discussions of the six issues identified above. Of the six issues, the transit operators present at the meeting agreed on item E only, recommending the ADA set-aside formula not be changed. On item C, replacement schedule for buses, the TFWG agreed the current schedule should not be changed immediately, but this issue should be evaluated and resolved prior to development of the next Regional Transportation Plan.

The TFWG agreed that issues A, B and F should be the next immediate issues evaluated and that items C and D should be evaluated prior to the development of the next Regional Transportation Plan.

Transit operators interested in participating in any of these discussions should contact Kate Miller at MTC.

**Recommendation:**  
Informational.

Attachment:

- ~~B.~~ Transit Capital Priorities Process and Criteria, MTC Memorandum  
A (February 2, 2005)



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## *Memorandum*

TO: Transit Finance Working Group

DATE: February 2, 2005

FR: Kate Miller

W.I.: 1512

RE: Transit Capital Priorities Process & Criteria

### **I. Background**

Since March 2004, the Partnership Board and subordinate committees have grappled with two issues concerning the Transit Capital Priorities (TCP) Process and Criteria: agreeing to an apportionment model and developing a policy for addressing preventive maintenance requests.

At their November 29, 2004 meeting, the Partnership Board reached a consensus on the Multi-County Agreement model with a 10 % flexible set-aside distributed on apportioned ridership and FTA revenue factors (equally weighted). Attachment 1 outlines the details of this apportionment model.

The Partnership Board also agreed to a preventive maintenance policy. Attachment 2 is the proposed policy wording for addressing future preventive maintenance requests.

### **II. Other Transit Capital Priorities Issues**

Some members of the Transit Finance Working Group have requested that we review various other issues concerning the TCP policy. These issues are outlined below. As we move forward towards completing the FY 2005-06 through FY 2007-08 policy, it should be noted that any proposed changes should not substantially change the tenuous apportionment agreement that was reached by the Partnership Board.

#### A) Should the region revise the fixed guideway caps and/or categories?

In February 2002, the Commission revised the TCP Process and Criteria imposing scoring prioritization on the FTA Section 5309 FG program. This has hindered project delivery for some fixed guideway operators. In light of this, MTC Staff has been asked to reassess fixed guideway project caps and to develop a longer term planning horizon that would allow the fixed guideway operators to allocate the 5309 FG funds based on agreements between them, while imposing scoring criteria in accordance with existing policy (see larger discussion below).

#### *Cap Size*

In any given year, based on eligibility up to \$170 million annually could be programmed to non-fleet fixed guideway categories. In practice, the figure is closer to \$80 million annually. Table 1 below outlines the number of fixed guideway categories for which each operator is currently eligible. The categories exclude fleet replacement, and other related eligible projects such as radio/communication

systems and fareboxes – categories that would otherwise be replaced with the vehicles. As a reminder, the current cap is \$7.5 million annually per category.

**Table 1: Fixed Guideway Categories by Operator**

FG Categories	Possible Fixed Guideway Categories						
	ACE	BART	Caltrain	GGBHTD	Muni	Vallejo	VTA
Track Rep/Rehab	1	1	1		1		1
Wayside Fare Collection Equipment	1	1	1	1	1	1	1
Traction Power/Lighting		1			1		1
Train Control/Signaling	1	1	1		1		
Dredging				1		1	
Ferry FG Connectors				1		1	
Ferry Major Component Replacement				1		1	
Ferry Propulsion Replacement				1		1	
Cable Car Infrastructure					1		
Overhead Replacement					1		
<b>Total Number of Categories by Operator</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>3</b>
<b>Number of FG Systems by Operator</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>

The Commission prioritizes funding of high scoring capital replacement in Transit Capital Priorities, which is based on transit capital replacement needs. For the most part, fleet sizes act as a proxy to determine how much funding an operator can receive in TCP. This concept has never applied to the fixed guideway categories and thus smaller operators are eligible to receive an equal or even a greater amount of annual funding for fixed guideway projects than larger operators. It is important to mention, any changes that are made to the fixed guideway category caps should be framed in a way that assures fleet replacement projects are not obstructed from being replaced, therefore, all of the staff proposals have been framed so as to not exceed the annual amount currently eligible for programming.

A suggestion for resolving the disparity between operators is to refine the fixed guideway categories to better align them with particular systems. The following are staff proposals for discussion:

*i) Assigning fixed guideway funding eligibility by system physical size*

This model assesses the size of the system based on physical track miles and number of vehicles and then establishes caps based on three varied system sizes. Small operators would be eligible to receive up to \$2 million per eligible fixed guideway category, medium sized operators would receive up to \$7.5 million per eligible fixed guideway category, and larger operators would receive \$13 million per eligible fixed guideway category. Table 2 lists the fixed guideway capital size by operator and related system size assignment.



**Table 2: Fixed Guideway Operator Physical Capital Size**

FG Operator	Bay Area FG Miles	Number of FG Vehicles <sup>1</sup>	Relative Size	Adjusted Cap
ACE <sup>2</sup>	22.95	25	Small	1,057,000
BART	184.58	669	Large	13,000,000
Caltrain	69.00	116	Medium	7,500,000
GGBHTD	24.48	40	Small	2,000,000
SF Muni	72.90	552	Large	13,000,000
Vallejo	28.43	24	Small	2,000,000
VTA	36.72	86	Medium	7,500,000

1) Number of ferries adjusted to rail car value (estimated at \$1.5 million).

2) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.

ii) *Assigning the fixed guideway category caps based on performance measure (as an indicator of system usage).*

This model assesses system usage and apportions funding based on revenue vehicle hours. To determine the amount each operator would receive, \$44,962 (or \$170 million maximum, the fixed guideway amount eligible annually, divided by 3,781, the number of total revenue vehicle hours for all operators combined) was multiplied against the revenue vehicle hours for operator. Because there is a significant disparity between smaller operators and larger operators, a floor of \$2 million per eligible fixed guideway category was established, and a ceiling of \$13 million per eligible fixed guideway category was established. Table 3 shows the revenue vehicle hour by operator, the number of eligible categories by operator, and cap amount each operator would receive under this proposal.

**Table 3: Refined Category Caps Based on Revenue Vehicle Hours**

Operator	RVH	\$44,962 x RVH	FG Cap (Rounded up)	# of Eligible Categories	Eligible Amounts
ACE <sup>1</sup>	20	899,240	1,057,000	3	3,171,000
BART	1638	73,647,756	13,000,000	4	52,000,000
Caltrain	163	7,328,806	7,500,000	3	22,500,000
Golden Gate	15	674,430	2,000,000	5	10,000,000
Muni	1813	81,516,106	13,000,000	6	78,000,000
Vallejo	7	314,734	2,000,000	5	10,000,000
VTA	125	5,620,250	6,000,000	4	24,000,000

1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total.

2) Revenue Vehicle Hours are based on information elicited from the 2004 Transit Statistical Summary.

iii) *Link fixed guideway funding eligibility to operator spend down capacity*

A recent review of operators' ability to spend the funds programmed to them have revealed that some operators spend down history indicates that annual funding levels may be higher than required to meet their annual needs. Under this proposal, operators not able to spend down their programmed amount

within three years of programming would receive no funding for the category until the funds have been spent. The amount of funds that they would have received would be redistributed to other operators based on unfunded need.

*FTA Section 5309 Fixed Guideway (FG) Long Term Planning*

Some transit properties that are eligible to receive fixed guideway funding have asked MTC to develop a longer term planning horizon so that the rail operators could better address the region's capital needs as they arise. Because most fixed guideway operators have a greater amount of capital projects than can get funded in any year, and because fixed guideway projects are fungible between the FTA Section 5307 and 5309 FG, there are some inherent programming challenges. To address this, MTC staff has three proposals for consideration:

i) *Revenue vehicles only* - Agreements associated with long term planning would pertain to revenue vehicle replacement only. This would assure that operators would receive a significant share of the FTA 5309 FG funds during fleet replacements, and at the same time, it would eliminate administrative challenges tracking the FTA 5309 FG funds an operator received by project category in relationship to need, eligible categories, and caps. Other score 16 capital projects could be considered providing that the project is discrete and has a clear start and end date that could be funded in the period being considered.

ii) *Unlimited years but prioritizing bus revenue vehicles in FTA Section 5307* - This proposal would allow operators to develop a long term plan but would assure that bus operators receive full funding in the FTA 5307 program prior to funding fixed guideway projects. This would limit the amount of funds fixed guideway operators would receive but would likely curtail fixed guideway operators receiving more than the eligible amount in the formula program.

iii) *Limit the planned period to the current programming cycle* - Staff is proposing to program three years of formula funds in this next programming cycle - FY 2005-06 through FY 2007-08. This proposal would limit the fixed guideway operators to work within the three-year period making all operators whole (based on their original programmed amounts) at the end of the three-year period.

B) Should the region change the TCP scoring for certain mandates?

Mandates resulting from California Air Resources Board (CARB) and Environmental Protection Agency (EPA) clean air initiatives and federal mandates to address security in a post September 11 environment have put unanticipated financial pressures on the region's transit operators. In the recent past, the region has made some exceptions to prioritize CARB Fleet Rule mandates such as funding particulate matter traps and hybrid buses. Since September 11, 2002, issues concerning rail and ferry security have surfaced. Some operators have requested that MTC review scoring of these projects in TCP. Table 4 below lists the topics and proposals for discussion.

**Table 4 – Project Scoring**

<b>Project Type</b>	<b>Existing Scoring</b>	<b>Issues for discussion</b>	<b>Staff Proposal</b>
CARB Mandates and Alternative Emissions Plans	16 but funded at 70% of federal costs	CARB and EPA are likely to continue to impose mandates on bus operators. Some of the region's operators have approached meeting the clean air mandates in different ways, which makes it challenging to standardize costs. Moreover, costs to address some of the mandates are unknown at this time.	Maintain a score 16 for projects that are required to meet the CARB Transit Fleet Rule and related EPA rules but to establish a limit on alternative fuel buses until actual costs for other technologies are available and regional bus costs can be standardized.
Security	15	The Commission approved funding 100% of the Score 16 Transit Capital Shortfall established by Phase 1 of Transportation 2030. Significant changes to programming in the formula programs would alter the Commission's directive. Moreover, security needs in the region are significant and would likely impede the replacement of the region's fleet and other high scoring capital projects. In addition, funding for security from other federal agencies, such as the Department of Homeland Security, are developing programs to fund these needs.	Continue funding at score 15 until the next regional transportation plan when this issue can be discussed at the regional level.

**C) Should the interval for replacing buses be changed to hours or miles?**

Resources to replace the region's fleet are not keeping up with costs. As a result, there have been numerous requests to make adjustments to the replacement interval for bus fleets. Currently, standard buses can be programmed for replacement in TCP after the bus has been in operation for 12 years and 16 years, depending on the type of bus. Because of the lag time between programming and procurement, buses are in operation for closer to 14 years to 18 years, depending on the type of bus. Operations are not all equal between transit properties. During the course of a 12-year period, urban buses generally operate a greater number of miles and hours and than suburban buses. It has been suggested that the region consider establishing a mile or hour limit in addition to the number of years a bus is operated, and the bus would be replaced upon which ever comes last.

MTC staff is aware that changing the useful life of a vehicle mid-term often conflicts with an operator's preventive maintenance program - programs that are tailored to the useful life of the buses. Thus, the group should consider applying any changes to buses that have been on the street since 2003 or later.

**D) Should the region maintain the used bus and rail vehicle policy?**

Currently operators purchasing used bus or rail vehicles in the region are entitled to receive a pro-rated amount of the vehicle at replacement. The calculation that is used to determine the amount of eligible funds is the number of years the vehicle has been in service divided by the years the vehicle would be required to be in service in TCP if new. For instance, if an operator buys a standard bus used and puts it into service for 6 years, the operator would be eligible to receive 6/12ths (or one half) of the value of the new bus in TCP. Under the policy, any used buses must operate for a minimum of its designated useful life before being eligible for funding. In other words, if a bus has not been in service for at least 12 years total, the bus would not be eligible for replacement in TCP.

**E) Should the region revise the ADA Set-aside formula?**

Currently the region distributes the ADA set-aside roughly based on generations with an element of the rail operator share reapportioned to the bus operators. This was done because the bus operators shoulder a greater share of the region's ADA costs. Table 5 below shows the current distribution.

**Table 5: ADA Set-aside**

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy MH
AC Transit	31%						
ACE	2%		14%				
BART	15%		46%	22%			
Caltrain	3%	15%					
CCCTA			32%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	9%						
LAVTA			8%			100%	
Napa VINE					7%		
SF Muni	30%						
SamTrans	8%						
SCVTA		85%					100%
SR City Bus	Not Applicable						
Sonoma Cty Transit	Not Applicable						
Tri-Delta				78%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2%				93%		
WestCat	1%						
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**F) What approach should the region take to address the AB664 Net Bridge Toll shortfall for matching funds?**

The current AB664 Net Bridge Toll programming policy prioritizes projects in score order. During the last programming cycle, the AB664 Net Bridge Toll reserve was exhausted. Also at that time, projects funded with FTA Section 5309 FG program were scored and became eligible for AB664 funds. This made most of the FTA 5309 FG projects eligible for AB664 funds. To address the shortfall in FY 2004-05, the region prioritized projects funded with FTA 5307 and CMAQ funds over FTA 5309 FG. This agreement was reached with the knowledge that it would not be a precedent for future programming policy; nevertheless, it needs to be considered as an option moving forward. Table 6 outlines several options and lists pros and cons for each.

**Table 6: AB664 Programming Options**

Option	Pro	Con
Maintain existing policy and constrain program to funds available.	<ul style="list-style-type: none"> <li>• Treats all operators fairly</li> <li>• Easy to administer</li> </ul>	<ul style="list-style-type: none"> <li>• Bus operators generally do not have the same matching resources of rail operators</li> </ul>
Prioritize fleet replacement over other projects	<ul style="list-style-type: none"> <li>• Assures that matching funds are directed to the most critical fleet replacement projects</li> </ul>	<ul style="list-style-type: none"> <li>• Rail cars and ferries are not replaced as often as buses and paratransit vans</li> </ul>
Prioritize projects funded with FTA Section 5307 over FTA Section 5309 FG and other federal or state funds	<ul style="list-style-type: none"> <li>• All operators are eligible for FTA Section 5307 funds</li> <li>• Funds a larger amount of match.</li> </ul>	<ul style="list-style-type: none"> <li>• Favors bus operators over rail operators</li> </ul>
Assess operator other matching sources and direct AB664 funds to operators with fewer resources	<ul style="list-style-type: none"> <li>• Directs resources to where the need is.</li> </ul>	<ul style="list-style-type: none"> <li>• Could favor operators that are not fiscally responsible</li> <li>• Difficult to administer</li> <li>• Easy to game</li> </ul>
Distribute to operators based on transbay ridership	<ul style="list-style-type: none"> <li>• Directs funds towards operators providing bridge service</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to administer</li> </ul>

### III. Timeline

The December 29, 2004 FTA Federal Register granted pre-award spending authority for the FY 2005-06 FTA formula funds. However, projects must be in the Transportation Improvement Program (TIP) in order to take advantage of this feature. Therefore, MTC staff will be preparing a call for projects in tandem with the discussions on the TCP policy in order to expedite programming. Table 7 is the proposed timetable for the TCP policy discussions and programming.

**Table 7: Proposed Timeline**

<b>TCP Policy/ Programming</b>	<b>Start Date</b>	<b>Due Date</b>
Finalize TCP Discussions	February 2, 2005	March 2, 2005
Call for projects	February 18, 2005	March 11, 2005
Present TCP Policy to PTAC	March 21, 2005	March 21, 2005
TCP Policy to Commission	April 13 & April 27, 2005	April 13 & April 27, 2005
Finalize FTA programs with TFWG	April 6, 2005	May 4, 2005
Present FTA program to PTAC	May 16, 2005	May 16, 2005
Present FTA programs to Commission	June 8 & June 22, 2005	June 8 & June 22, 2005

## **Attachment 1: Transit Capital Priorities Apportionment Model**

### *Multi-County Agreement Model*

For multi-county operators, urbanized area (UA) apportionments in the formula programs are guided by negotiated agreements. Aside from the acknowledged agreements, funds are apportioned based on the regional priority model. As a reminder, the regional priority model prioritizes high scoring capital projects and apportions projects to eligible urbanized areas based on available funds.

There are two specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements would include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

### *10% Set-aside Based on Apportioned Ridership and FTA Revenue Factors (weighted equally)*

Prior to running the apportionment model, 10% of the FTA funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors. Descriptions of these formulas are outlined below.

*Apportioned Ridership:* Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA as in Option 2, ridership is apportioned to each UA based on the reporting factor.

*FTA Revenue Factors:* The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small urbanized area set-asides are distributed on a rough estimation of population and population density.

Operators in the Santa Rosa UA have opted out of this element of the apportionment model.

## Attachment 2: Preventive Maintenance Funding for Operating Purposes

Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

1. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
2. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stop gap to inevitable service reductions.
3. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
4. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- o Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.
- o Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will embody the four eligibility requirements outlined above as well as any other terms and conditions of the agreement.

It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.





DATE: February 11, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY2005-06

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the only county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from the transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA article 8 claims for FY2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY2005/06 TDA funding cycle in December 2004. MTC has compiled the comments received at the hearing and those received through other means through December 15, 2004. In late January, STA received MTC's list of comments. Due to a lack of a quorum, the January STA Consortium meeting was

cancelled. Though not discussed, MTC's comments were transmitted to the Consortium members. The comments were also forwarded to STA TAC members and presented at the January TAC meeting and February Board meetings.

In preparing a coordinated response to MTC, STA staff will be working with the appropriate transit operator in drafting the responses to each of the issues. The coordinated response should provide MTC with substantive information supporting one of the following for each issue:

1. that the evaluation of the issue resulted in the identification of an **alternative means of addressing it**; or that an issue has not been addressed through recent or planned service changes, nor recently studied.
2. that an issue has been addressed through **recent changes** in service; or
3. that an issue will be addressed by **changes in service planned** to take place between now through the fiscal year 2005-06; or
4. that the service changes required to address an issue have been **recently studied** and determined not reasonable based on locally established standards; or

The draft responses will be returned to the Consortium, TAC, and STA Board for review and approval before submittal to MTC. The goal is to secure the STA's Board approval by May 2005 to complete the MTC process by the end of June and allow the FY2005-06 TDA claims to be promptly processed for streets and roads purposes.

**Recommendation:**  
Informational.

Attachment:

A. Unmet Needs Issues and Follow-up Table

**Unmet Transit Needs FY05/06  
Issues and Assignments**

	Issue	Transit Agency to Respond	TDA Usage	Draft responses
1	<b>San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines:</b> a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.	Vallejo Transit	Transit only	
2	<b>Route 40 Service:</b> a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last bus departs the Pleasant Hill BART Station at 7:15 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.	Fairfield Suisun Transit	Transit only	
3	<b>Timely Transfers at Fairfield Mall:</b> Request for better coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.	Fairfield Suisun Transit	Transit only	

4	<p><b>Rio Vista Transit Service:</b> Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".</p>	Rio Vista Transit	Transit and Streets & Roads	<p>* Rio Vista recently completed a local transit study. New services are being implemented in February 2005. New resources are being secured which will allow for an increase in service. Rio Vista will also be participating in a Highway 12 transit study that was begun at the beginning of 2005. This study will review existing services and demand along Hwy 12 from Napa County to Rio Vista and further east as well. It will analyze future demand and service needs.</p>
5	<p><b>Service to Solano Community College:</b> Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.</p>	Benicia Transit & Vallejo Transit	Transit Only	
6	<p><b>Vacaville's Participation in the 511 Regional Transit Information System:</b> The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries. The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information</p>	Vacaville City Coach	Transit and Streets & Roads	<p>Vacaville management has committed to work with MTC and devote the financial resources needed to advance this project within the coming months. A letter of commitment will be prepared and submitted in conjunction with the</p>

	<p>flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville and a contractor to complete the initial data collection phase of RTIS.</p>		<p>coordinated STA response to these Unmet Transit Needs Issues.</p>
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DATE: February 11, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Intercity Paratransit Coordination

**Background/Discussion**

Intercity Americans with Disabilities Act (ADA) paratransit services are operated by three jurisdictions in Solano County: Solano Paratransit, Vallejo RunAbout and Benicia RunAbout. Solano Paratransit is run by the STA via an agreement with Fairfield-Suisun Transit. Vallejo and Benicia Transit each have a contract with MV Transportation to operate intercity paratransit services.

Solano Paratransit assists riders beginning their trips in Fairfield, Suisun City, Vacaville, Dixon, Rio Vista and the unincorporated areas surrounding those cities. Vallejo RunAbout serves riders beginning their trips in Vallejo and Benicia's RunAbout serves riders beginning their trips in Benicia. For trips between these major service areas, coordination and consistency among the systems is beneficial to riders.

At least one paratransit operator has noted situations that have arisen in the field recently that suggest it would be beneficial to the riding public and the paratransit operators to initiate discussions to clarify several operating and policy issues.

**Recommendation:**

Informational.



DATE: February 11, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: SNCI Monthly Issues

**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

**Discussion:**

**1. Transit Schedules:** The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of February 14<sup>th</sup> via email. Based on the response received, an updated transit matrix will be provided at the meeting.

**2. Partnership's Regional Transit Marketing Committee (RTMC):** A meeting was held in February. The following topics were discussed: 1) The Bay Area Bike to Work campaign coordinator asked for support from transit operators in terms of complementary advertising, allowing bikes on transit on Bike to Work Day (May 19), requests for energizer stations at transit stations, and offered to put in transit promo giveaways in the musette bags distributed at the energizer stations. 2) MTC gave an update of the Regional Transit Information Centers (RTIC) improvement program; most RTICs are located at rail/bus transfer stations. These are static displays that are designed to be more easily updated than previous versions. They will be piloting their new approach along the Caltrain line. Eventually this project will reach El Cerrito del Norte and other BART station that Solano bus routes service. 3) Updates were provided on 511 and TransLink. Golden Gate Transit and AC Transit are expected to go live with TransLink in early March. 4) The numerous transit operators in attendance provided reports of recent and upcoming marketing activities.

**3. Welfare to Work (Solano):** No recent meeting

**4. Promotions:** Planning is currently underway for Bike to Work Week, which will be May 16 – 20. Staff attended the February 3<sup>rd</sup> meeting of the Bicycle Advisory Committee (BAC) to receive feedback and input on this year's campaign. Coordination with BAC members, the Bay Area Bicycle Coalition, and community members will continue throughout the planning and implementation of the campaign. Staff is currently working to secure donations and sponsors. The campaign will include a mailing to employers in Solano and Napa counties,

radio and print advertising, direct mail to previous years' participants, and energizer stations on Bike to Work Day (Thursday, May 19<sup>th</sup>).

Additionally, the Rideshare Thursdays campaign will start up again in April and run through June. Staff has been coordinating with the Regional Rideshare Program to begin the planning for the next cycle of the campaign. Currently, the Regional Rideshare Program is running a "Tell-a-Friend" campaign to persuade users of the ridematching system to encourage their friends to use it as well.

**5. Events:** SNCI has been staffing information booths at events to distribute transit information along with a range of commute options information. Recent events include the ribbon cutting ceremony at the Fairfield Transportation Center Phase II and Solano Community College. Upcoming events include the University of Phoenix Student Appreciation Week, Fairfield Chamber Business Expo, and a Transportation Fair at One Harbor Center in Suisun City.

**Recommendation:**  
Informational.





DATE: February 15, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: Status Report for Countywide TLC Planning Grant Applications

**Background:**

The Solano Countywide Transportation for Livable Communities (TLC) Program is a component of the Metropolitan Transportation Commission's (MTC) TLC and Transportation Land Use Solution (T-PLUS) programs which allows for the nine Bay Area Congestion Management Agencies (CMAs) to provide technical, planning and TLC capital funds for countywide priority planning and capital projects. In anticipation of this program, the STA developed a Countywide TLC Plan and program guidelines in Fall 2004. Projects identified in the Plan are eligible for Solano Countywide TLC planning and capital funds.

The STA Board issued a call for projects for Countywide TLC planning grant applications on December 8, 2005. The TLC planning grants are part of the STA's effort to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The Countywide TLC goal is to provide funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

**Discussion:**

STA staff received a total of five TLC planning grant applications for a total requested amount of \$215,000. Attached is summary of the applications submitted by the cities of Benicia, Fairfield, Rio Vista, Suisun City, and Vacaville. All projects submitted are consistent with the Solano Countywide TLC Plan and each provides a local match of at least 20% in other funding or in-kind staff hours. Staff is currently reviewing the applications and is anticipating City Council resolutions from all sponsors to complete their application.

The Countywide TLC Planning grant budget currently includes approximately \$50,000 (\$25,000 each for FY2003-04 and FY2004-05), plus \$25,000 anticipated from the FY2005-06 budget. Staff is working to determine options to include additional funds for this first call for Countywide TLC Planning Grants and may recommend allocating \$50,000 initially at the March TAC meeting and having a second recommendation in June or July 2005 if additional funds are available in the FY 2005-06 STA budget.

By June 2005, staff will be further along in the FY 2005-06 STA budget process and will be able to determine how much additional federal funds may become available for the Countywide TLC Planning Grants through the T-PLUS program and other fund sources.

**Recommendation:**

Informational.

Attachment

A. Summary for Countywide TLC Planning Grant Request

Summary for Countywide TLC Planning Grant Requests  
February 14, 2005

Project Title	Project Description	Project Sponsor	Total Planning Project Cost	Local Match	Local Match Source	TLC Planning Grant Request	City Resolution Submitted to the STA	Recommendation
Vacaville Creekwalk Extension/Eastern Downtown Vision	Project will provide pedestrian, bicycle, and vehicle connections between recreation, retail, restaurant, office and residential uses in the historic eastern section of Downtown Vacaville.	City of Vacaville	\$ 33,200	\$8,200	Community Redevelopment Area Tax Increment Funds, plus 40-60 hours in-kind staff service (staff hours is currently being quantified in \$ amount)	\$25,000	Yes	
Rio Vista Waterfront Plan	Specific Plan for redevelopment of the downtown waterfront district. The plan will address public access and development potential of the downtown waterfront, provide for specific land use, zoning and development standards or a financing program for implementing the plan.	City of Rio Vista	\$ 125,000	\$75,000	Redevelopment Funds	\$50,000	Yes	
Allan Witt Park Transportation Linkage Design Project	Plan development to improve pedestrian, bicycle and transit linkages, as well as forge strategic links between transit nodes and activity hubs in a vital city gateway area. The plan will provide a clear design for West Texas St, Woolner Ave., and Beck Ave. that will reduce traffic congestion; encourage pedestrian and bicycle use; and will improve walkability, pedestrian safety, and transit access from Allan Witt Community Park to area retail stores, nearby schools, FTC, and Downtown.	City of Fairfield	\$ 60,000	\$10,000	In-Kind Staff Hours	\$50,000	Yes	
Transit Center Pedestrian Access	Pedestrian/bicycle path connection to a largely residential area of Suisun City and the Downtown area.	City of Suisun	\$ 100,000	\$40,000	Redevelopment Agency	\$50,000	Expecting	
Benicia Intermodal Transportation Station Final Location Study Project	Determine a location for the Benicia Capitol Corridor Train station/intermodal Transportation Station site in addition to a preferred location previously identified.	City of Benicia	\$ 50,000	\$10,000	In-Kind Staff Hours City General Fund	\$40,000	Yes	
Total Planning Grant Request:						\$215,000		\$50,000 (Budget currently identified)